



# **Transportation Commission**

February 6, 2013



# **Funding Update**

Agenda Item #2

# Funding Update

- **City Council:**
  - Passed ordinance to amend Transportation Master Plan on January 12, to be consistent with Transitway Corridors Feasibility Study recommendations
  - Adopted taxicab fare increases on January 22
  - Approved proposal to allow City to lease public parking spaces to private vendors for carsharing
- **Commonwealth Transportation Board:**
  - On January 26, Governor McDonald gave overview on a proposal to revise transportation funding
- **DRPT:**
  - Alexandria submitted capital/operating assistance grant applications
    - DASH operating assistance, DASH expansion buses, BRT buses, and local funds being spent on Route 1 Transitway

# Funding Update

- **TPB:**
  - Received report on "What do people think about congestion pricing?"
- **WMATA:**
  - Received preliminary information on FY2014 budget and amounts of subsidy required for regional jurisdictions.
- **NVTC:**
  - Discussed the increase in the federal transit benefit
  - Discussed transportation bills proposed in the General Assembly to amend current process for allocating transportation revenues
- **NVTA:**
  - Discussed legislative issues and VDOT proposal to recommend highest priority traffic relieving projects in Commonwealth

Thank You

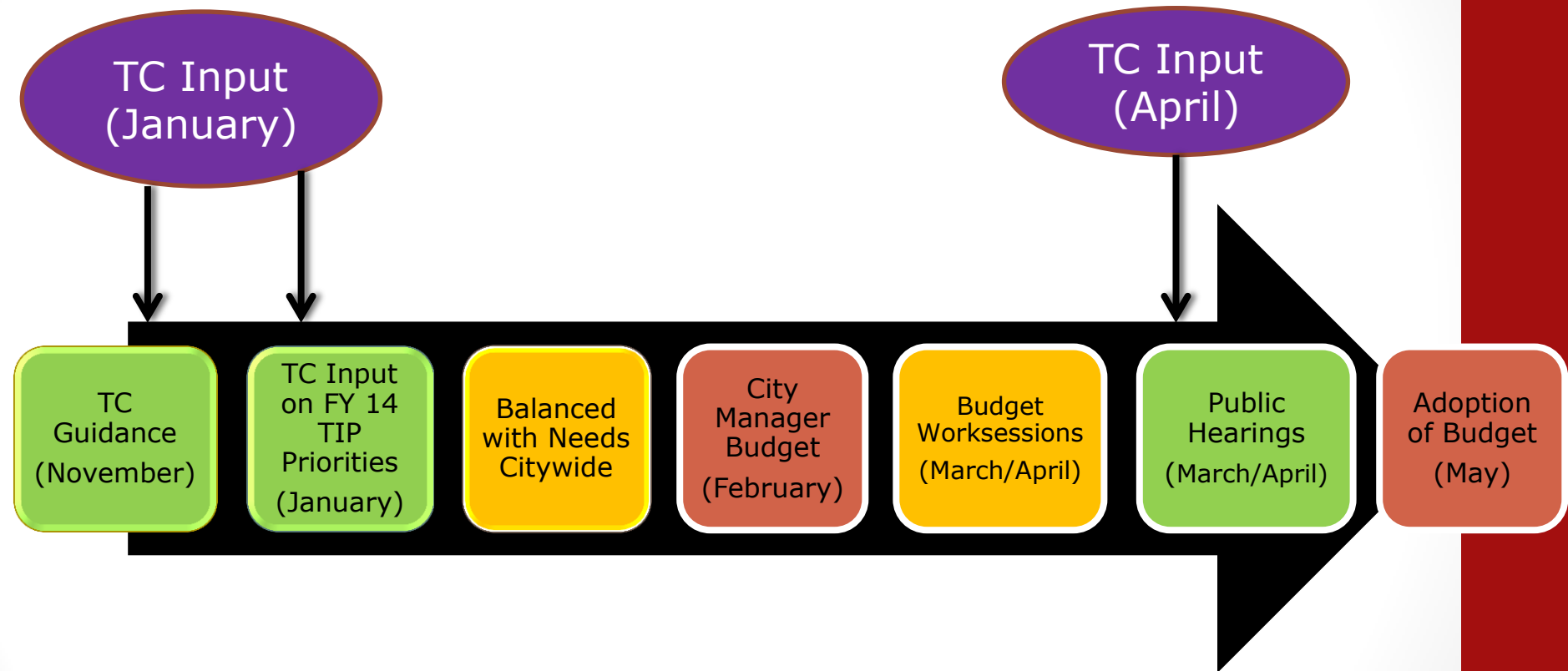
**QUESTIONS?**



# **FY 2014-23 CIP**

Agenda Item #3

# Budget Process



**Ongoing coordination with  
OMB**

# Transportation Commission Guidance

- Limit funding adjustments within Transportation Improvement Program and Base CIP
- Maintain funding for highest priorities set by Transportation Commission
- Maintain funding across modes
- Continue to fund existing programs



# TIP Projects Funded or Committed

King/Quaker/Braddock Intersection	Capital
King Street Station Improvements	Capital
Route 1 Transitway Operations	Operations
DASH Bus Expanded Service	Operations
Expanded Trolley/Circulator Service	Operations
King Street Station Operations	Operations
Transportation Implementation Staff	Operations
Capital Bikeshare	Operations

# TIP Projects

## Highest Priority

Transit Corridor "C" Construction	Capital/Operations
Route 1 Transitway	Capital
DASH Fleet Expansion I	Capital/Operations
Bicycle/Pedestrian Facilities I	Capital
Trail Maintenance I	Operations
Implementation Staff	Operations

# TIP Projects

## Mid Priority

Transportation Technologies	Capital
DASH Fleet Expansion II	Capital/Operations
Bicycle/Pedestrian Facilities II	Capital
Trail Maintenance II	Operations
Expanded Trolley/Circulator/Transit Service	Operations
King Street Station Improvements	Capital
Mt. Vernon Ave/Russell Road Intersection	Capital
Capital Bikeshare	Capital

# TIP Projects

## Lower Priority

Transit Corridor "B" Construction	Capital/Operations
Landmark Transit Station	Capital
Duke Street Complete Streets	Capital
Transit Corridor "A" Streetcar Conversion	Capital
High Street Construction	Capital
Expanded Trolley/Circulator/Transit Service	Capital

# FY2014 – FY2023 TIP

- TIP Funding
  - 2.2 cents on the base real estate tax rate
  - Additional General Fund cash capital
- Reduced real estate revenue forecasts
  - Requires elimination or scaling back of some projects
- Adjustments proposed by staff
  - Based on priorities discussed at January Transportation Commission meeting

	<b>FY2013-2022 Approved</b>	<b>FY2014-2023 Staff Draft</b>
Operating	\$61.5M	\$47.7M
Capital	\$65.0M	\$56.0M
Total	\$126.5	\$103.7

# TIP Projects Funded or Committed

King/Quaker/Braddock Intersection	Capital
King Street Station Improvements	Capital
Route 1 Transitway Operations	Operations
DASH Bus Expanded Service	Operations
Expanded Trolley/Circulator Service	Operations
King Street Station Operations	Operations
Transportation Implementation Staff	Operations
Capital Bikeshare	Operations

# TIP Projects

## Highest Priority

Transit Corridor "C" Construction	Capital/Operations
Route 1 Transitway	Capital
DASH Fleet Expansion I	Capital/Operations
Bicycle/Pedestrian Facilities I	Capital
Trail Maintenance I	Operations
Implementation Staff	Operations

# TIP Projects

## Mid Priority

Transportation Technologies	Capital
DASH Fleet Expansion II	Capital/Operations
Bicycle/Pedestrian Facilities II	Capital
Trail Maintenance II	Operations
Expanded Trolley/Circulator/Transit Service	Operations
King Street Station Improvements	Capital
Mt. Vernon Ave/Russell Road Intersection	Capital
Capital Bikeshare	Capital



# TIP Projects

## Lower Priority

Transit Corridor "B" Construction	Capital/Operations
Landmark Transit Station	Capital
Duke Street Complete Streets	Capital
Transit Corridor "A" Streetcar Conversion	Capital
High Street Construction	Capital
Expanded Trolley/Circulator/Transit Service	Capital

# FY2014 TIP Adjustments

Project	Capital/Operating	Proposed Adjustment
Transitway Corridor "C"	Capital/Operating	Updated cost estimate resulted in increased funding request; operating costs reduced, assumes regionally funded after 18 months
Route 1 Transitway	Capital/Operating	Additional funds for stations off the dedicated transitway; operating costs reduced, assumes regionally funded after 18 months
Capital Bikeshare	Capital/Operating	Additional funding to supplement grant funds; expected to recover operating costs by FY2017
Landmark Transit Station	Capital	Shifted to FY2023 to align with Corridor "B" schedule
High Street Construction	Capital	Shifted to FY2023
Transportation Technologies	Capital	Reduced funding to reduction in anticipated TIP revenue

# FY2014 TIP Adjustments (cont.)

Project	Capital/Operating	Proposed Adjustment
King St Station Improvements	Operating	Add operating funds for maintenance of station area
Trail Maintenance	Operating	New project – adds operating funds for trail maintenance
Transportation Implementation Staff	Operating	New project – adds operating funds for new staff focused on transitway implementation
Bicycle Master Plan Update	Operating	New project
DASH Fleet Expansion	Operating/Capital	Additional funds for DASH expansion
Expanded Trolley	Operating/Capital	Eliminate; pending resolution of open solicitation

# Next Steps

- Resolution introduced to Council on January 8th
- Final passage of guidance on January 12th
- Budget Presentation to Council February 26
- Work sessions and public hearings to follow
- Budget adoption in May

Thank You

**QUESTIONS?**



# **WMATA Strategic Plan**

Agenda Item #4

# WMATA Strategic Plan Update

- Draft strategic plan (*Momentum*) released on Jan 24, 2013
  - Current focus is state of good repair
  - Agency beginning to plan for expansion to keep pace with regional growth
- Goals:
  - Safety
  - High quality service
  - Regional mobility and connecting communities
  - Financial stability and investment in employees and assets

# Strategic Plan Inputs

- Stakeholder feedback
  - Metro is critical to the region's future
  - Reliability of infrastructure and operations is key
  - Overcrowding is an issue
  - Improve and increase customer information
  - Identify predictable, sustainable funding
- Planned regional investments
  - Allows Metro to consider how these investments can be leveraged
    - Van Dorn-Beauregard Transitway
    - Crystal City Potomac Yard Transitway
    - Potomac Yard Metrorail
    - Purple Line
    - Streetcar projects



# Metro 2025

- Planned improvements increase annual funding need from \$1B to \$1.5B
- Key features include:
  - 100% 8-car trains
  - Core station improvements
    - e.g., underground pedestrian connections
  - Infrastructure to increase Blue Line service between Pentagon and Rosslyn
  - Pocket tracks and turnbacks
  - Next generation communications infrastructure
  - Full implementation of Priority Corridor Network
  - Bus service growth and emerging corridors

# Metro 2040

- Metro 2025 investments will not keep up with projected growth over next 30 years
- 2040 improvements increase Metro's funding need to nearly \$2.25B annually
  - New tunnel between Rosslyn & Georgetown to increase capacity on Orange/Blue/Silver Lines
  - New tunnel under 10<sup>th</sup> St NW/SW to split and increase capacity on Green/Yellow Lines
  - High capacity transit between MD and Alexandria via Woodrow Wilson Bridge
  - Extension of MARC service into VA

# Metro's Next Steps

- Solicit additional feedback and endorsement from stakeholders
- Metro Board approval of plan
- Identification of a funding stream
- Integrate 2025 elements into department business plans



# **Beauregard Rezoning Update**

Agenda Item #5

# Transportation and Land Use



# Block Size and Perimeter

OLD TOWN



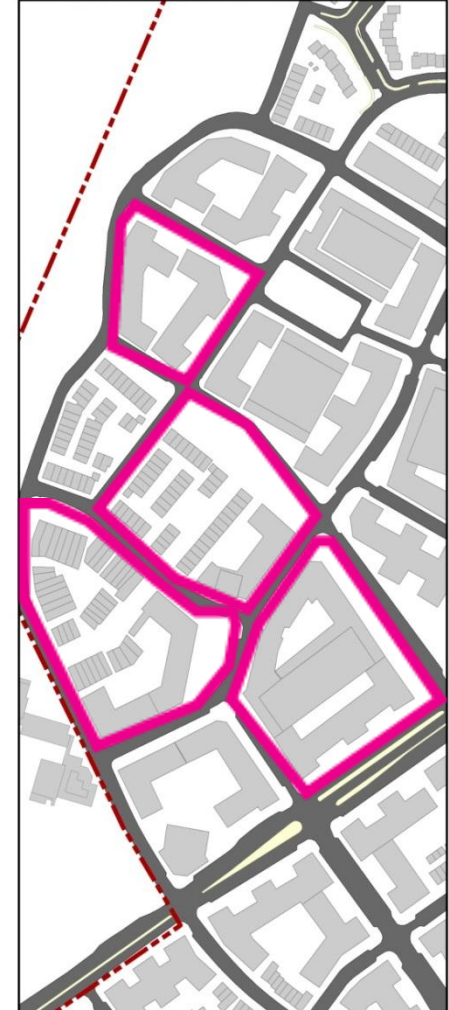
DOWDEN TERRACE



PLAN AREA - EXISTING



PLAN AREA - PROPOSED



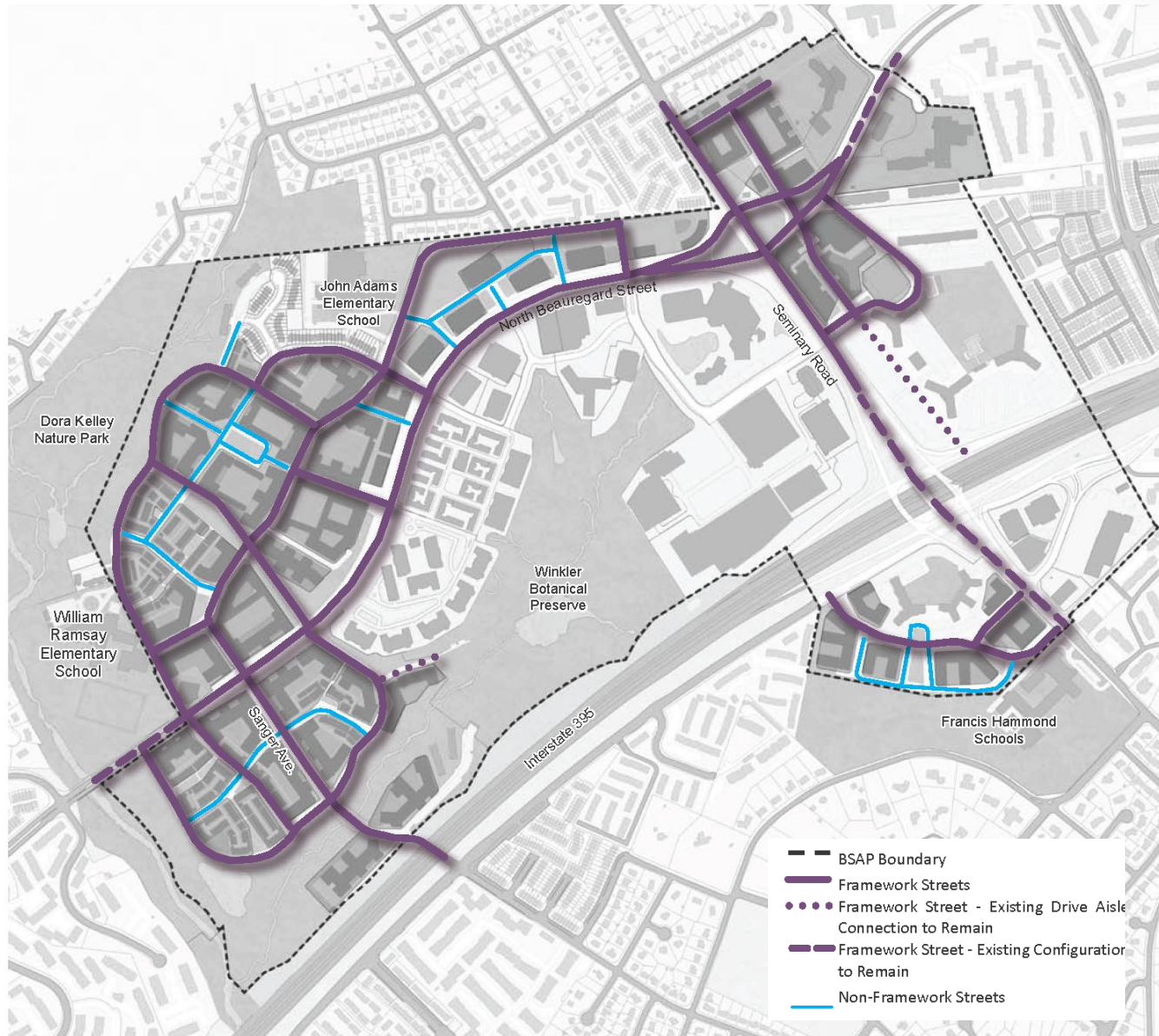


# Existing vs Plan



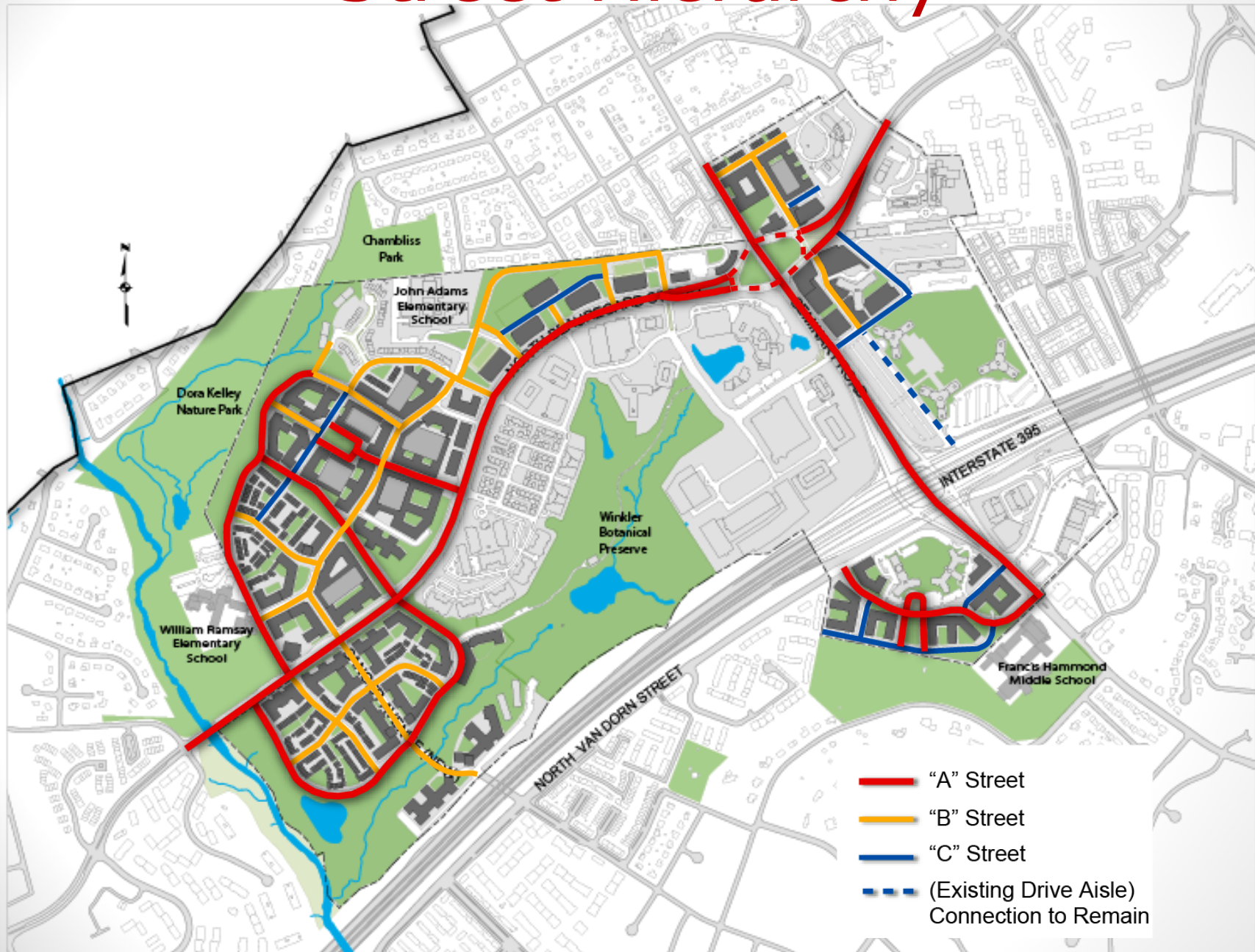


# Framework Streets- Street Hierarchy

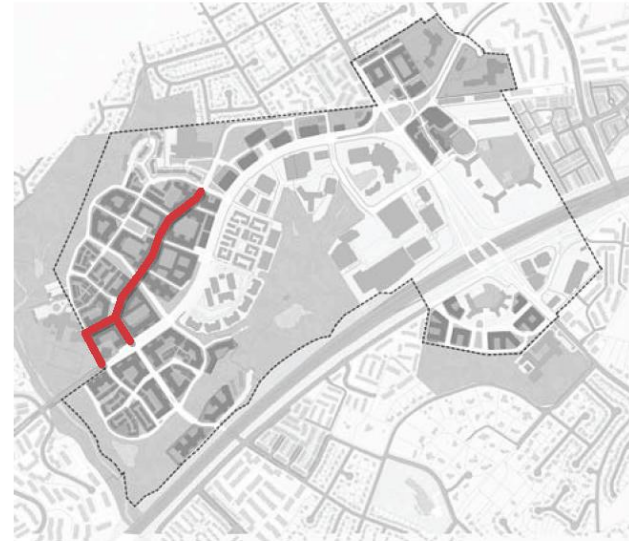
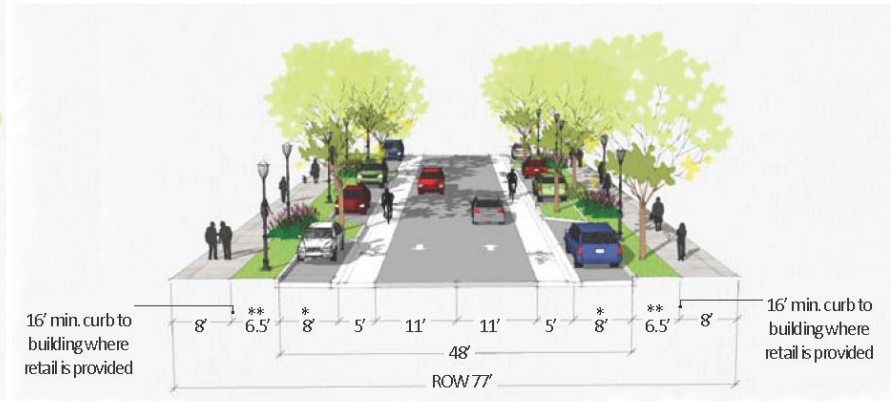




# Street Hierarchy



# Street Cross Sections



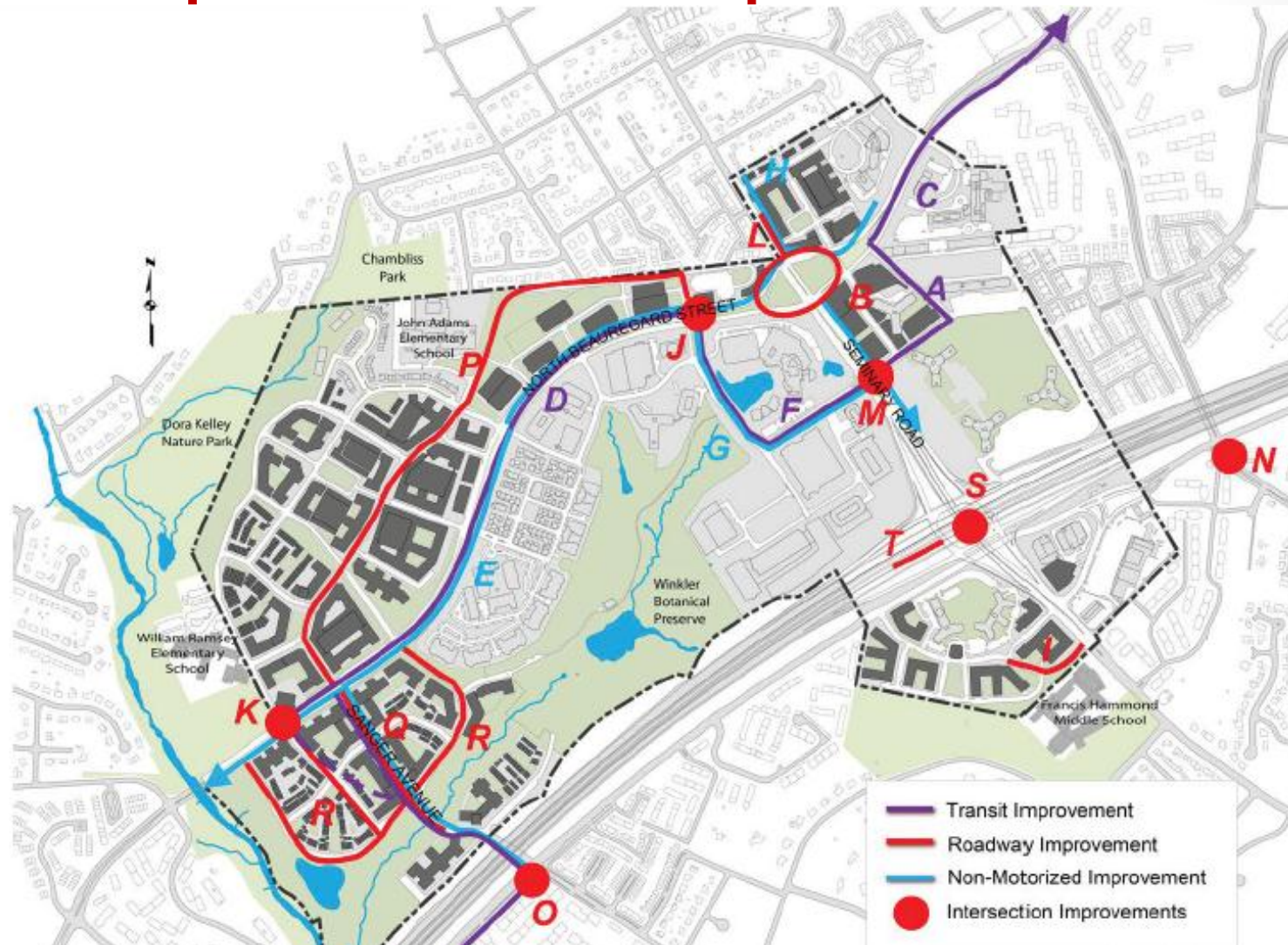


# Parking – Amount – Location – Maximums

Land Use	Phase I: Prior to Operational Dedicated Transit	Phase II: Operational Dedicated Transit
Residential (Multi-family)	1.75 spaces/unit	1.3 spaces/unit
Townhouse & Stacked Townhouse	2.0 spaces/unit	1.5 spaces/unit
Residential (Affordable housing)	1.0 spaces/unit	0.75 spaces/unit
Office	2.8 spaces/1000 sq. ft.	2.5 spaces/1000 sq. ft.
Retail	4.0 spaces/1000 sq. ft.	3.5 spaces/1000 sq. ft.
Hotel	1.0 spaces/room	0.75 spaces/room

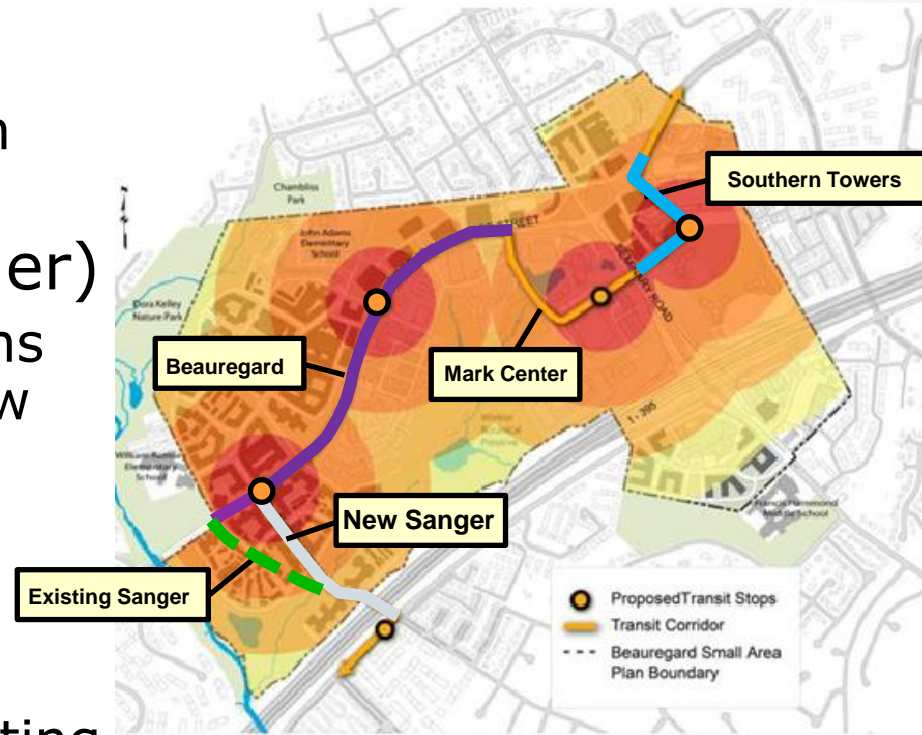


# Transportation Improvements



# Transitway Phasing

- Transitway
  - Operational prior to 1.5m sq. ft. of development
- Transitway (New Sanger)
  - Maintain transit operations on existing Sanger or new Sanger at all times
- Transitway (Southern Towers)
  - Pre-Development public access easement for existing transit and interim transitway
















































# Ellipse Phasing



- Constructed prior to 2.4 million sq. ft. of net new development



# Seminary / Beauregard Analysis

Options	No-Build	Parallel Road Extension	Traditional traffic circle	Grade-separated Options	Ellipse
Traffic Operations					
Geometry					
Driveway Access					
Pedestrian and Bicycle Accessibility					
ROW Impacts					
Utility Impacts					
Noise					
Aesthetics and Compatibility with Urban Environment					
Cost					

- Alternatives Report completed September 2012
- Alternatives Analyzed:
  - No Build
  - Parallel Road
  - Traffic Circle
  - Grade Separation Options
  - Ellipse
- Ellipse has best impact on transportation operations while minimizing impacts

 Good
  Fair
  Poor
  Fatal Flaw

# Other Roadway Phasing

- Roads constructed on-site have specific schedule
- As individual DSUP applications are processed, all roads (including frontage/ streetscape) required for full access / circulation to development site
  - Includes proximate improvements such as pedestrian / bicycle facilities
  - Includes mitigation such as intersection improvements



# Framework Roadway Phasing



- Vehicle access
- Pedestrian access
- Bicycle access
- Truck access
- Emergency Access

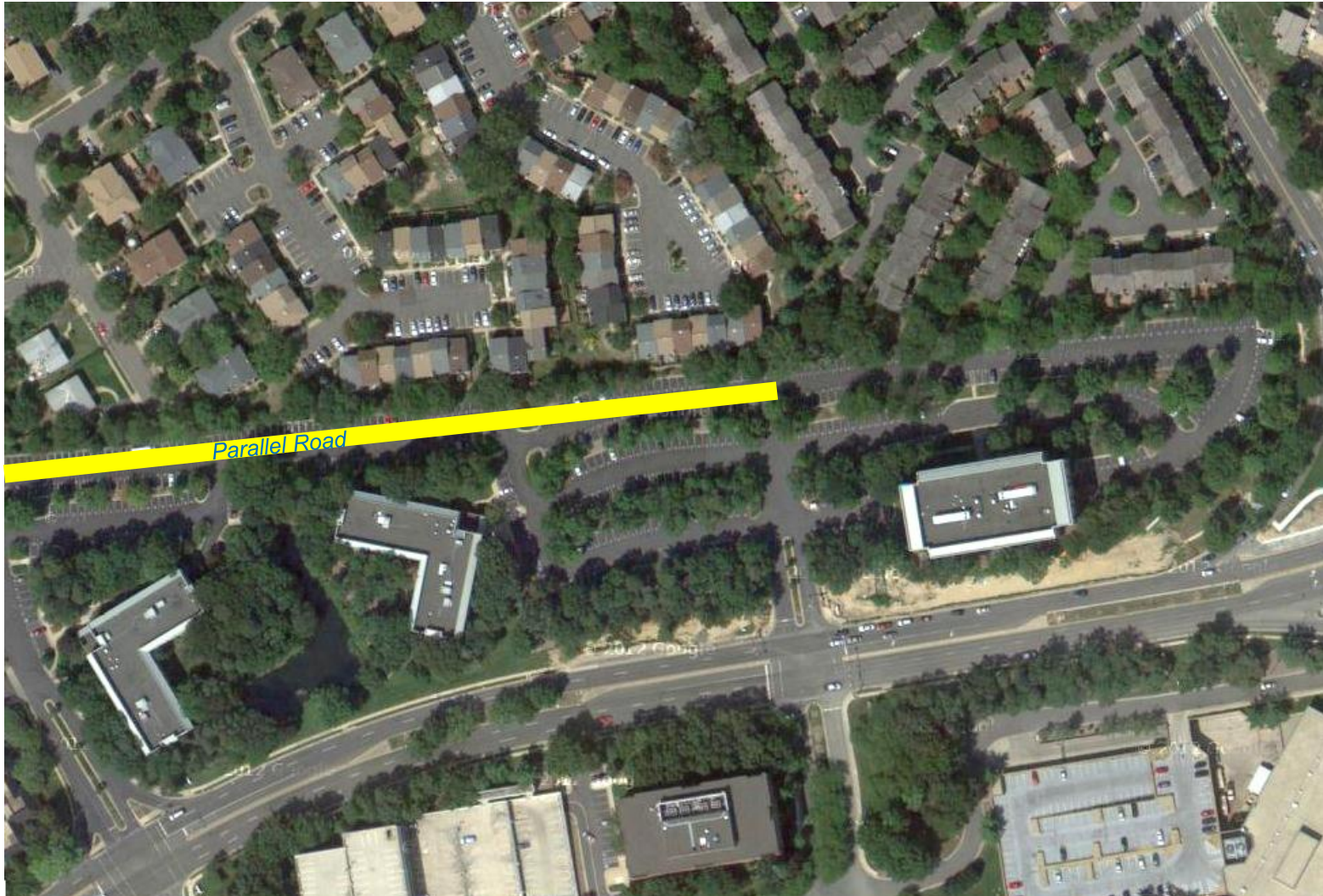
# Phasing Summary

- Each block to provide:
  - Access and circulation for all modes
  - Required adjacent roadway / trail improvements
- Transitway required at 1.5 million sq. ft.
- Ellipse required at 2.4 million sq. ft.
- Phasing plan will be updated with each subsequent application

# Parallel Road – Resident Concerns

- Lighting
- Location / Proximity to residences
- Noise
- View of Parking Garage
- Pollution
- Privacy
- Impacts to Property Values
- Security and Safety
- Transition to Urban Setting

# Parallel Road



# Parallel Road – Timeline

- Met with residents on November 13
- November 14 – Residents raised concerns to BRAG
- November 16 – Council Directive
- Met with residents on November 27, and December 10 to develop recommendations
- Dec 12 – Presented preliminary recommendations to BRAG
- Met with residents on January 11
- January 26 – Revised Recommendations to BRAG and BRAG approval

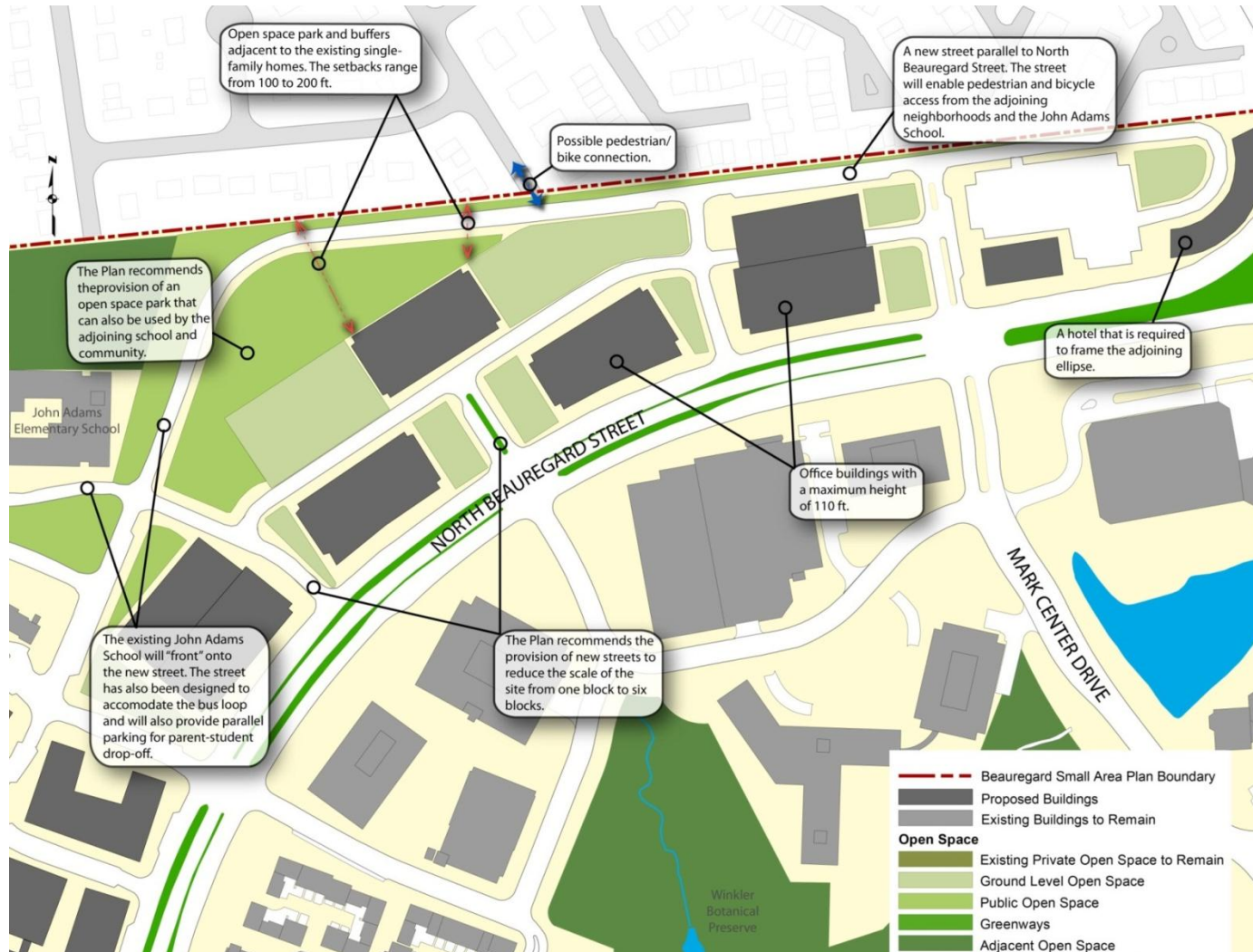




# Parallel Road Council Directive

Council receive a report from staff regarding the status of the Parallel road and to identify some potential options and directed the Beauregard Rezoning Advisory Group to examine some alternatives to relocate the road or move the road and other mitigation solutions.

# Parallel Road



# Parallel Road Recommendation

As part DSUP process, consider the following in order to lessen the impacts on the existing adjoining residential neighborhoods, in consultation with the adjoining residential neighborhoods:

- The location of the parallel road shall be examined to minimize impacts to adjacent neighborhoods.
- Examine re-assigning traffic from the parallel road to lessen impacts, and include but not be limited to consideration of shifting traffic to internal street .
- Design any road adjacent adjoining residential to minimize vehicular speed and volume and the surface of the road shall include a material to reduce noise.
- The type of buffer along the Adams neighborhood shall include, but not limited to the following:
  - Fencing,
  - Landscaping
  - Lighting appropriate given the adjoining residential uses.
- Loading access to be located to lessen impacts on residential uses.
- The surface parking to generally provide a minimum 45 ft. buffer adjacent to the existing townhouses, while accommodating required entrances and circulation.



Thank You

**QUESTIONS?**



# Staff Updates

Agenda Item #6